

# NEWARK MEADOWS HAS GREATEST WAR BUILT INDUSTRIAL SECTION

The reclamation of Newark meadows and their development into a world wide industrial center has been one of the most remarkable transformations of real estate in the port of New York. Scarcely with activity today, the sites of a hundred industries, the meadows a year ago were but a desolate spot unattractive to the manufacturer. The changes which have been wrought there might almost be claimed as the height of industrial endeavor, since in less than a twelvemonth after the influx began the place has experienced a remarkable growth. What is more pronounced is that the majority of the plants established there are built for long endurance, indicating a permanency that is the exception to the usual real estate boom.

The climax in the development of Newark meadows was reached on Independence Day, when the first completed ship slipped from the ways of the Federal Shipbuilding Company into Newark Bay and so marked the birth of an industrial center which is already world famed and destined to become the permanent "hub of the world's industries."

The growth was remarkable. A year ago there were but two plants in and about the great stretch of 3,000 acres which form the peninsula washed by the Hackensack and Passaic rivers and reaching out into Newark Bay. The shores of the bay were thinly populated and the general appearance was one of desolation.

These conditions are all changed today. In fact, one familiar with the territory of a year ago could hardly recognize the midst of the activity which is a continuous twenty-four hour occurrence there. Great clouds of smoke belch forth from hundreds of stacks, and machinery hums and the compressed air riveting hammers work without cease, while thousands of workmen scurry back and forth in an endless stream. It is an astonishing example of the great concentration of industrial energy.

The waste land with the drowsy swaying cattails which met the gaze of the railroad traveler as he came and left the seaboard terminals is gone forever. On these lands have risen hundreds of buildings. The view from the cars is no longer of the steady stream of puffing locomotives hauling long trains of heavily laden freight cars destined for the factories adjacent.

What has brought this about is generally known. Demands of war had to be met, and met quickly. Ships and submarine chasers were the chief requisites for the allied nations. The demand for these essentials was greater than all else, and this accounts for the selection by the Federal Shipbuilding Company and the Ford Motor Company, of the point of land at the confluence of the Hackensack and Passaic rivers.

The rapid growth of the industrial activity of the meadows was due to other influences. Needs multiplied as the conflict progressed and industries that required the facilities which were so readily obtainable there, quickly secured sites and erected plants. The growth was so rapid that it might be honestly said that buildings rose over night. It was not an unusual sight to see a freight train run into a siding in the evening and the following morning find a great metal storage shed standing beside it. The train had brought the material, the workmen immediately began construction, and no time was lost between the unloading and erection of the building. So too did the erection of brick plants rise, the buildings rising to greater heights daily, as trainloads after trainloads of material arrived.

The systematic construction which brought the plants into being is now being applied to the manufacture of products, ships being produced so rapidly that launchings are almost a daily occurrence. Production has now reached its height, labor working in three shifts, swarms of men and women beginning and ending their work, forming a continual stream of humans as they pass to and fro over the avenues and transit lines which convey them between their homes and the industries. The products of these thousands of laborers meet the demand of every part of the world and the prospects are that with the establishment of the plant, the facilities at hand and the commercial expansion which is bound to follow the end of the war, Newark meadows will continue to hum in the manufacture of peace requirements just as it is today bustling in a feverish effort to supply the needs of war.

Many important influences have had a bearing on the Newark meadow development, but the fact that the property was

## Nearly One Hundred Plants in Active Operation To-day in Large Area That Held Two Industries Two Years Ago

The city of Newark and the towns of Harrison and Kearny are on the western side of Newark meadows, and Hoboken, Jersey City and New York City are on their eastern side. The direct line of travel between these populous and busy centers is across Newark meadows, which are traversed by the Pennsylvania, Lackawanna, Erie, Lehigh Valley and the Central Railroad of New Jersey, and the trolley lines of the Public Service Corporation of New Jersey, which carry upward of 17,000,000 persons annually.

The factory sites property which Mr. Day undertook to market and in which he has been so successful comprised three thousand acres which have a frontage of 35,000 feet on the Hackensack River and 15,000 feet on the Passaic River, forming a "nose" pointing into Newark Bay. The facilities afforded by rail and water so filled the needs of manufacturers that there is little wonder at the development which the growth is attaining when it is considered that prior to the great conflict manufacturers were obstinately blind to the great advantages offered.

The center of the labor market being in New York also had a pronounced influence in attracting manufacturers here. These are the principal reasons for the movement of Western manufacturers to the East and the primary reason for the development which the Newark meadows have experienced. But there is still another reason. Newark meadows property was ripe for development and offered unusual facilities at rentals which estimated the economic advantages between a plant near New York and a plant in some city far inland.

About forty of the largest manufacturers of the West have secured sites in New Jersey for great plants. They have chosen the meadow lands along Newark Bay, the Hackensack and the Passaic rivers. This great area, for which there was no particular demand before the war, is now a thriving center of industry, having been developed for manufacturing purposes by such concerns as Ford Motor Company, Federal Shipbuilding Company, Newark Paper Company, Sauer & Tietz, Indian Refining Company, Four Brothers Company, Siles-Bement-Pond Company, North American Copper Company, C. W. H. Carter, Egyptian Lacquer Manufacturing Company, Terry & Tench, Trexler Company, Seaboard Dry-Products Company, James H. Rhodes & Co., Thomas Edison Company, White Star Line, Martin Dennis Company, American Bridge Company, United States Shipbuilding Company, National Metalworking Company, Newark Sanitary Reduction Company, H. Conner Company, Dixie Brothers, American Lumber Company, Woodstock Company, J. H. Ladew Company, Babcock Smelting & Refining Company, Butterworth & Judson Chemical Works, Fubie Service Company of New Jersey, American Crocotton, Lister Agricultural Chemical Works, Sherwin-Williams Company, Steel Casting Company, New Jersey Zinc Company, American Lead Pencil Company, Aluminum Company of America, Lubricating Metal Company of Manhattan, Union Terminal Cold Storage Company, the Steel Equipment Company and Colgate & Co.

This is the greatest array of great concerns which has ever moved into a single section in so short a time. Few have been in the section for more than a few months, yet this is only a part of the amount of industrial development which has taken place and is still in progress in and around Newark. Millions have already been spent in erecting permanent plants, yet this is only a part of the cost of many projects which have been planned for this section of the port of New York.

One of the chief problems which the manufacturer has to consider in selecting a site for a plant is the nearness to the labor market and the means of transportation. The Newark meadows is surrounded by a population of more than 8,000,000,

have 3,000 rooms and baths, and a ballroom the largest of any hotel in the world. It is claimed 2,500 persons can be seated at a banquet, and over 3,000 can dance at one time in this room. The afterwar entertainment alone cost for over 150,000 pieces which will cost over \$250,000.

The Commodore will be the latest addition to the John McE. Bowman group in the Grand Central Terminal zone which may be named by the Board of Aldermen "Fishing Square" to perpetuate the name of the commander of our expeditionary forces in France.

The other hotels in the zone are the Biltmore, Manhattan, Belmont and Murray Hill. The Commodore will be opened in December, 1910.

## TALL BUILDINGS NOT MODERN IDEA

11 Story Structure, a Home for 500 People, Was Planned in 16th Century.

In view of recent discoveries in Arizona of a primitive type of apartment it is interesting to note and trace back early evidences of the skyscraper, which has become the most highly developed stage in New York. Credit for the first skyscraper built in this country is generally conceded to Chicago, according to Pease & Elliman's Real Estate Indicator. This structure was built in what is called the "Loop District" of that city in 1885 from plans by Holabird & Roche.

The first building of this type in New York city was built in 1888 from plans by Bradford L. Gilbert at 60 Broadway and was called the Tower Building. Its erection created a sensation at the time. By a peculiar turn of fortune this pioneer skyscraper, which was destined to be the forerunner of New York's famous skyline, was demolished a few years ago to make way for a three story arcade building.

In spite of the interest attaching to both the Chicago and New York projects in the 80s it was not long before both were to cease to be wonders. As to the Equitable, Woolworth and Municipal buildings became possibilities.

In the brilliant years of the renaissance when the great minds which designed the famous European houses of royalty and created the remarkable types of buildings that have survived the wear and tear of centuries, must have at some time or other considered the problem. As far as history can show the first architect to place these visionary projects on paper (although the job never went ahead) was Jacques Perret of Chambrey, Savoy, who is the accredited designer of plans for an elevator building, measuring 161 feet in height at some 125 feet in width. The floors must have been unusually spacious, since a modern building of this height would probably not rise higher than 125 feet. The plans called for the erection of a building 166 feet long and 140 feet wide, with supporting walls 12 feet thick at the base. History tells us that M. Perret intended that the structure be used for dwelling purposes, since in describing the project, he wrote: "This great and excellent edifice can accommodate comfortably 500 people."

DRUG CO. RENTS ON LANE. The Charles F. Noyes Company has leased for the Denison Realty Corporation to Frederick Stearns & Co. for twenty years at an aggregate rental of \$200,000, 125 and 171 Maiden lane, extending through to 13 Fletcher street, with frontages of 49 feet on Maiden lane and 20 feet on Fletcher street. Stoddard & Mack were the attorneys for the owner, and Siegel, Padock & Cochran represented the tenant. The two buildings will be made into one structure, an additional story added, elevators installed and the two lower floors equipped for office purposes exclusively. Frederick Stearns & Co. are in the world. John H. Knobel, architect, is preparing the plans.

Lakin & Dinkelacker have leased the store at 1608 Broadway to Amelia Oliva at an aggregate rental of about \$20,000.

## TO BUILD NEWARK HOME

Joseph Price has bought the plot 50, 109 at 344 and 346 Ridge street, Forest Hill, Newark, N. J., from the Cordelia M. Crum estate through Peat & Peat. A dwelling will be built on the property.

## COMMODORE'S SKELETON DONE

Last Piece in 28 Story Structure Has Been Strung Into Place.

The last steel girder in the skeleton of the twenty-eight story Commodore Hotel at the northwest corner of Lexington avenue and Forty-second street, whose completion was delayed by the restrictions of the Government on the mill, was swung into place last week to the cheers of several hundred steel workers. Interesting in connection with the event is the fact that the United States Food Administration flag was hoisted with the American flag. The steel skeleton weighs 15,000 tons. It is the frame of the greatest hotel in America. It will

# SHIPBUILDING SITES AND INDUSTRIAL PLANTS

## Flushing Bay Waterfront Property For Shipping—Warehousing—Manufacturing

54 Acres on Flushing Bay

27 Acres on Flushing Creek

200x300 on Newtown Creek

140 Lots Broadway—Bay-side Section. Opportunity for Builder or Investor

For full particulars, apply

C. H. Jones 55 Liberty St., N. Y. C.

BRIGHTWATERS PRICES LOW. 50 Lots, Three Dwellings, Casino and Garage Bring \$20,000.

GOOD TIME TO INVEST. War Made Conditions Provide Many Opportunities.

The real estate field now faces the period of quiet which invariably accompanies the summer months. This offers an opportune time, according to Argyr Parsons of the South Shore of Long Island, for stock taking and the consideration of various phases of the business as affected by the European war. One of the notable effects of this is the practical cessation of building operations. This, to an extent, has a wholesome effect upon real estate investments, providing a seasonable period in which vacant space can be absorbed. Unfortunately, however, this situation has been going on for so long that the prospects of a serious overabundance for a limited supply is almost a certainty and may be the cause of serious inconvenience to many who find it important to spend the winter in town. The result will be a great influx to hotels and a compulsory patronage of country homes accessible to the city.

These conditions should have a very marked interest to the far-sighted real estate investor. Owing to the lack of a large building public, coupled with the occasional necessity of liquidating property in the hands of the owner, the prices, the trend of prices has been abnormally low. Thus an opportunity is offered for procuring, from time to time, investments at bargain figures, with a renting market, particularly in apartments, so firm that vacancies are practically unobtainable. A better chance, therefore, to invest has rarely been offered, and the fact that the investments are in such excellent state restricts the number offered, it makes it entirely natural that those that can be bought should find eager buyers to absorb them.

FLATS IN DEMAND. WEST 153D STREET—Frederick Brown has bought 530 to 534 West 153d street, two five story apartment houses, each on a plot 31x109 ft., near Broadway, from the estate of John Robinson Morgan, William Forbes Morgan executor. The property was held at \$110,000. James E. Barry of Vasey Knickerbocker Company and H. A. Dahn were the brokers.

EAST 103D STREET—A. H. Levy has sold for the Naimon Corporation (State Bank 281 to 283 East 103d street, two six story tenements, with stores, on a plot 75x100 ft.

LEWIS STREET—J. G. Hausman of the S. H. Ranshaw Company has sold for the A. H. Ranshaw Corporation 22 Lewis street, near Delancy street, a six story tenement on lot 25x100. The property was held at \$125,000, and was purchased by an operator.

WEST 134TH STREET—B. W. Smith has sold for Charles Newton to H. Craig the four story and basement dwelling at 257 West 134th street, on lot 75x121 ft.

BUYS HOME FROM PLANS. Samuel Galitzka has sold for Leahy Brothers to a Manhattan client, from plans, a one family stucco house, with garage, on plot 40x100, near Lexington and East Seventh street, 100 feet south of East 7th, Brooklyn. Construction will start at once and the house will be ready for occupancy by the end of the year.

THE ALCO BUILDING COMPANY has sold the semi-detached brick dwelling at 2406 Sixty-sixth street, Mapleton Park, Brooklyn, to Asian Chalm of Manhattan for occupancy.

Frank H. Malone has sold for J. M. Creighton to a client for occupancy the limestone dwelling at 452 Seventy-fifth street.

THOMAS J. Birmingham has sold through W. S. E. Hall the southeast corner of Broadway and Union street, now Wayne street, West New Brighton, consisting of a store and two dwellings, to Frank G. Burger of Port Richmond, who intends to improve the property.

Anton Appel of Great Kills has sold to his holdings at Giffords by the Sea a plot, 60x100, on the east side of Cleveland avenue, J. Sterling Drake was the broker.

TAKES COACH CO.'S GARAGE. The Fifth Avenue Coach Company has leased its garage on Eighty-eighth street, between Lexington and Madison avenues, to James W. Keenan, who will reopen there the Fifth Avenue Garage, which had been operated prior to the occupation of the building by the coach company. The building has 22,000 feet of floor space and runs through from Eighty-eighth to Eighty-ninth street, all of which is on the first floor level.

BUYS QUEEN'S CORNER PLOT. E. Johnson has sold to W. Gibbs the plot, 100x300x50x325, at the northeast junction of the Jervis turnpike, on the land of M. H. Willis at Queens, L. I.

# The State of New York

has selected a site on Flushing Bay as one of the important Queens Borough Terminals of

## The State Barge Canal System

Plots with shelving beach adjoining this Terminal, adaptable for concrete or wood barge ways, are offered for sale or lease on favorable terms.

HALLERAN AGENCY

51 Chambers St., New York City

Telephone Worth 8672

TO BE SOLD WITH KNITTING MACHINERY OR SEPARATELY

Modern Brick Factory Buildings

71,000 SQUARE FEET FLOOR SPACE

High ceilings—Splendid labor conditions

Artesian well—Boilers and Engines

RIDGEWOOD SECTION OF BROOKLYN

POSSESSION AT ONCE

BROKERS PROTECTED

PHONE JOHN 1598

R. S. HARNSBERGER, 34 Pine St., New York City

WHERE TRAFFIC IS HEAVIEST. Count Shows Columbus Circle is Busiest Spot in City.

The Police Department on a certain day recently counted the vehicles which passed seventeen of the busiest corners of the city from 8:30 in the morning until 8:30 at night, and it is surprising the great parade of vehicles which moves in this city between these hours. The count showed that Columbus Circle is the heaviest traffic point in the city. Broadway at Forty-second street is next, and Fifth avenue at Forty-second street is third. The number of vehicles passing through the Circle was 23,210. The busiest corner in London shows 25,725 vehicles during a similar twelve hour period. At Broadway and Forty-second street 19,450 vehicles passed in ten hours. At Fifth avenue and Forty-second street 15,300 vehicles passed. At Central Park West and Seventy-second street the count showed 15,710 vehicles.

The total amount of traffic for New York's seventeen most congested places was 274,395 vehicles, while London's seventeen most congested places showed 235,932, an excess for New York of 38,475 during ten hours, as against a twelve hour count for London.

MOVIE PLANT FOR NEWARK. C. F. Kramer has leased for a plant to the Graphophone Developing Company of New York for Russell Leavitt & Froehlich the four story brick and stone mill constructed building at 45 and 49 Mechanic street, Newark, with a frontage of 62 feet, and a depth of 96 feet through to Union street. The plant will employ from 200 to 300 skilled mechanics.

ERNEST T. TRIGG, president of the Philadelphia Chamber of Commerce and national director in the resources and conversion section of the War Industries Board, was elected president of the National Federation of Food Industries, at the organization meeting of the executive board of the federation Wednesday at the Engineers' Club.

Manhattan Man Finds His Ideal Home at Montclair

The brick and frame Colonial residence on the west side of Edgemont road opposite Edgemont Park, Montclair, shown here, has been sold by F. M. Crawley & Bros. to Carl H. Stoffer, of New York City. The residence contains twelve rooms, three bathrooms and a solarium. The property has a terrace of 100 feet and extends to a depth of 200 feet. The property forms a part of the residential development undertaken by William B. Dickson, treasurer of the Midvale Steel Ordnance Company. The parcel sold has been held at \$125,000.

Manhattan Man Finds His Ideal Home at Montclair

The brick and frame Colonial residence on the west side of Edgemont road opposite Edgemont Park, Montclair, shown here, has been sold by F. M. Crawley & Bros. to Carl H. Stoffer, of New York City. The residence contains twelve rooms, three bathrooms and a solarium. The property has a terrace of 100 feet and extends to a depth of 200 feet. The property forms a part of the residential development undertaken by William B. Dickson, treasurer of the Midvale Steel Ordnance Company. The parcel sold has been held at \$125,000.

Manhattan Man Finds His Ideal Home at Montclair

The brick and frame Colonial residence on the west side of Edgemont road opposite Edgemont Park, Montclair, shown here, has been sold by F. M. Crawley & Bros. to Carl H. Stoffer, of New York City. The residence contains twelve rooms, three bathrooms and a solarium. The property has a terrace of 100 feet and extends to a depth of 200 feet. The property forms a part of the residential development undertaken by William B. Dickson, treasurer of the Midvale Steel Ordnance Company. The parcel sold has been held at \$125,000.

Manhattan Man Finds His Ideal Home at Montclair

The brick and frame Colonial residence on the west side of Edgemont road opposite Edgemont Park, Montclair, shown here, has been sold by F. M. Crawley & Bros. to Carl H. Stoffer, of New York City. The residence contains twelve rooms, three bathrooms and a solarium. The property has a terrace of 100 feet and extends to a depth of 200 feet. The property forms a part of the residential development undertaken by William B. Dickson, treasurer of the Midvale Steel Ordnance Company. The parcel sold has been held at \$125,000.

Manhattan Man Finds His Ideal Home at Montclair

The brick and frame Colonial residence on the west side of Edgemont road opposite Edgemont Park, Montclair, shown here, has been sold by F. M. Crawley & Bros. to Carl H. Stoffer, of New York City. The residence contains twelve rooms, three bathrooms and a solarium. The property has a terrace of 100 feet and extends to a depth of 200 feet. The property forms a part of the residential development undertaken by William B. Dickson, treasurer of the Midvale Steel Ordnance Company. The parcel sold has been held at \$125,000.

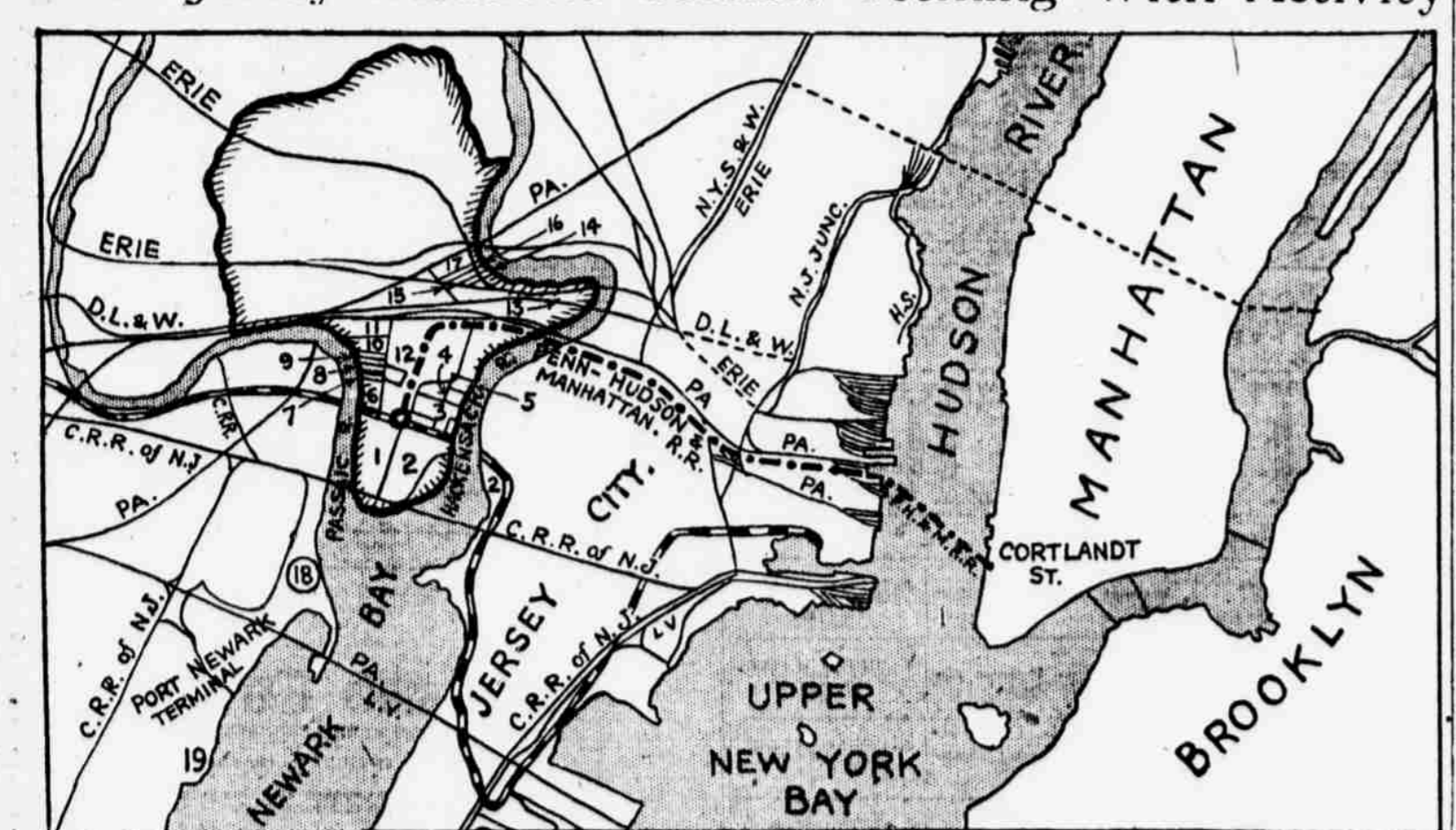
Manhattan Man Finds His Ideal Home at Montclair

The brick and frame Colonial residence on the west side of Edgemont road opposite Edgemont Park, Montclair, shown here, has been sold by F. M. Crawley & Bros. to Carl H. Stoffer, of New York City. The residence contains twelve rooms, three bathrooms and a solarium. The property has a terrace of 100 feet and extends to a depth of 200 feet. The property forms a part of the residential development undertaken by William B. Dickson, treasurer of the Midvale Steel Ordnance Company. The parcel sold has been held at \$125,000.

Manhattan Man Finds His Ideal Home at Montclair

The brick and frame Colonial residence on the west side of Edgemont road opposite Edgemont Park, Montclair, shown here, has been sold by F. M. Crawley & Bros. to Carl H. Stoffer, of New York City. The residence contains twelve rooms, three bathrooms and a solarium. The property has a terrace of 100 feet and extends to a depth of 200 feet. The property forms a part of the residential development undertaken by William B. Dickson, treasurer of the Midvale Steel Ordnance Company. The parcel sold has been held at \$125,000.

## Great Jersey Meadows Section Teeming With Activity



Key to Map.  
1, Ford Motor Company; 2, Federal Shipbuilding Company; 3, Niles-Bement-Pond Company; 4, North American Copper Company; 5, C. W. H. Carter, Inc.; 6, Newark Paper Company; 7, Sauer & Tietz; 8, Indian Refining Company; 9, Foundation Company; 10, Terry & Tench; 11, Trexler Lumber Company; 12, Egyptian Lacquer Manufacturing Company; 13, Seaboard Dry-Products Company; 14, James H. Rhodes & Co.; 15, Thomas Edison Company; 16, White Star Line; 17, Martin Dennis Company; 18, Colgate & Co.; 19, Submarine Boat Corporation.